Remarks on Pants By a Small Boy

"Pants are made for men, and not men for pants. Pants are like molasses-they are thinner in summer and thicker in winter. The man in the moon changes his pants during the eclipse. Don't go to the pantry for pants. There has been much discussion as to whether pants is singular or plural. Seems to us when men wear pants they are plural, because when they don't, its singular. Men go on a tear in pants, and it's all right, but when the pants go on a tear, it is all wrong."

Now, here's OUR essay on Pants-

\$3 and \$3.50 PANTS......\$1.97 \$5, \$6 and \$7 PANTS\$3.85

Season of 1895

Exhibit of . . .

Hall Winter Dress Goods

We are showing in open stock our complete line of DRESS FABRICS for autumn and winter, comprising a large representation from the leading domestic mills and manufacturers, together with our direct importations. All leading staples in Woolen, Worsted, Mehair, Silk and Wool Combinations. Many exclusive novelties in Silk Mixtures, imported in 8-yard patterns. French and German Silk-Mix Plaids, Wool and Mohair Crepons. Unusually low-priced 36, 40 and 45-inch Serges, Cashmeres, and Fancy Woolens. The largest, most complete and best valued exhibit we have ever made.

We cannot too strongly urge early inspection and purchase while lines are complete, as reassortments, if obtainable, can hardly be supplied on present values Lowest prices, liberal datings, prompt shipments, and very much the largest stock in the State to select from, may be had from

MURPHY, HIBBEN & CO IMPORTERS, JOBBERS.

Dry Goods, Notions, Woolens, Etc. Wholesale Exclusively,

93, 95, 97 and 99 SOUTH MERIDIAN STREET

A Word to Our Friends

We carry everything imaginable in

GAS STOVES and REFRIGERATORS

And at rock-bottom prices.

Indianapolis Stove Co., 71&73 S. Meridian St.

DANBURY HAT CO.

REMOVED TO-

No. 8 East Washington Street.

IF YOU WANT A

SUNSET CLUB CIGAR You will find them on sale at

A. A. ALFORD, 24 North Meridian street.
A. D. MOORE, 586 College avenue.
GEORGE RAPER, 19 Monument Place.
M. SCHWARTZ, 500 North Alabama street.

W. H. KERN, Pine and Michigan streets.
J. D. WHITE, 43 Massachus atts avenue.
L. W. MONTGOMERY, Journal Building.
C. WACHSTETTER, Board of Trade.

P. L. CHAMBERS, - - 56 West Washington Street,

Entrance Into Bates House Lobby, WHOLESALE.

A better eigar for FIVE CENTS cannot be made.

THE Garciosa!

For Sale by S. D. PIERSON, STATE AGENT.

No. 12 N. Pennsylvania St., INDIANAPOLIS, IND.

"Young Gibraltar" Drug House, 300 Massachusetts Ave. Our Beef, Wine and Iron is an incomparable tonic and blood maker.

BIG FOUR C., H. & D. R. R. The Official Route to the

FRANK H. CARTER.

National Encampment of G. A. R. At LOUISVILLE, KY., Sept. 11 to 14.

Round Trip \$2.20

On Sunday, Aug. 18, the Big Four will begin operating its own line and bridge into Louisville, running three solid trains per day between Indianapolis and Louisville, delivering and receiving passengers in Union Depot, Seventh and Main streets, near the Louisville Hotel. THIS EVENT SHOULD BE A SOURCE OF GREAT SAT-ISFACTION TO INDIANAPOLIS PEO-PLE, AS IT AFFORDS A FIRST-CLASS COMPETING LINE TO LOUISVILLE. WHICH WE NEVER HAVE HAD BE-

The G. A. R. tickets will be sold Sept. 8 to 11, good to return till Oct. 5, and special trains will be run on Sept. 10, carrying posts from various points in the te, and on the morning of the 11th cial trains will be run, leaving Indian-lis at a seasonable hour and reaching Louisville in time to witness the grand parade, and return same evening. For further particu'ars call at Big Four No. 1 East Washington street, 36 n place and Union Station. H. M. BRONSON, A. G. P. A.

The Sunday Journal, by Mail. \$2 a Year

75c per pint.

Watch the date. Make no mistake. The popular Niagara Falls Excursion Trips via the C., H. & D. and Michigan Central, through Toledo and Detroit,

Thursday, Aug. 15

\$5.00 to NIAGARA FALLS FIVE-DAY LIMIT. \$1.00 MORE TO TORONTO

SIX-DAY LIMIT. \$5.00 MORE TO THOUSAND ISLANDS TEN-DAY LIMIT. Usual reduced rates for side trips. Special trains with sleepers and elegant modern day-coaches will reach the Falls early on Friday the 16th. Consult C., H. & D. agents for details or address the undersigned, at 2 West Washington street, Indianapolis.

GEO. W. HAYLER, D. P. A.

L., N. A. & C. RY.

INDIANAPOLIS RACES,

Aug, 13, 14, 15, 16 and 17.

The L., N. A. & C. mixed passenger and freight trains Nos. 9 and 10, arriving regularly at 11:20 a. m., and leaving at 4 p. m., will, on the above dates, run a a straight pessenger train, leaving Monon 7 a. m., arriv-ing Indianapolis 11.20 a. m., returning,

Leave Indianapolis 6:30 p. m. Reduced rate. Round-trip tickets at all stations.

WORKS DEPARTMENTS STAND ON STREET-CAR QUESTION.

Six Tickets for a Quarter, with Transfer Privilege, and Eight for a Quarter Without Transfer.

FORFEITURE OF CHARTER

BOARD WILL INSIST ON THIS IN CERTAIN CONTINGENCIES.

Full Outline of the Contract as th Board Has Determined to Have It Made.

representing the city in the office of Miller. to compel the use of such rails, but it does not give the opportunity that this one will. It simply provides that all rails must be of At this meeting the company will submit a new proposition based upon the information gained at the conference last Friday night. The company and the city officials are yet some distance apart on the subject and, in fact, it is now doubted in some At this meeting the company will submit quarters that a compromise will ultimately be reached. The Board of Works holds adoption practicable, and the board wants some very pronounced views on the subin exact accordance with the views held by some of the councilmen and by the ing to the charter the board must sign contract and agree to it before it The charter says the Board of Works must make all contracts, but that they shall be ratified by the Council, except where it is specially provided the board may make such contracts without ratifica-

It has been learned on very good authority that the board does not entirely agree with the views that have been expressed at the meetings held. As these meetings were secret there is no way of learning just what views were expressed and by whom, but it is known that most of the members of the committee think it will be necessary to demand that the company reimburse the property owners for what they have paid for paving between the car tracks. This is one of the points on which the board does not agree with the committee, not that the board does not think count of the difficulties and almost endless litigation that would grow out of any atof the property has changed nanus and the question would be to determine to whom it should be paid. If this matter could be settled the board would agree to this part of the proposition. So far as can be learned all the members believe that the company should pay this money but to whom is the question. It was suggested yesterday that as it would be impossible, without almost endless litigation, to determine to whom this money should be paid, it might be well to require the company to pay a bonus above all other tems of an amount equal to the sum thu paid by the citizens and turn it into the park fund or the street repair fund. This seemed to meet with some favor, but it is not known that it will be incorporated into the plan that the board has decided

upon.
Different members of the board, for sevshould be demanded, and it is now be lieved that they are almost, if not quite, unit on a proposition from which they will not recede. It is believed, and was stated yesterday on authority that can hardly be controverted, that when the matter comes before the board for final action it will make the following demands, except that n case the joint committee reaches a com cromise that comes so close as to be practically the same thing, and recommends it, the board may not endeavor to change it There is one thing, however, that the board will hardly take a back step on; that is the reduction of fares, as outlined in the fol-The rates of fare to be 5 cents for

single cash trip with transfer; eight tick-ets for 25 cents, without transfer; six tickets for 25 cents, with transfer, Children under five years of age free.
Build and maintain all streets between the tracks and eighteen inches on each side in the same condition as the part kept up by the city. The pavement shall be the same as the rest of the street, whether asphalt, brick, block or gravel. The tracks to be cleaned and sprinkled. All streets already improved must be improved in like manner in three years, one-third of it being done each year, the Board of Works having the authority to determine which streets shall be improved first.

Take all poles from the center of the streets, except where permitted to stand by The company to pay into the park or street-repair fund 2 per cent. of its gross receipts for each of the first five years, this amount to be increased 1 per cent. in each period of five years until the last

period of five years the amount will be per cent.
The city shall have the privilege of pur chasing the plant at the termination of the

The company to extend its lines or build new ones whenever so ordered by the The franchise to be forfeited whenever the company fails to comply with any of its No rails to be laid without first submitting

a sample to the board and getting its ap-The underground conduit system to be established whenever the board shall deem it sufficiently perfected to warrant it. Trains of suburban companies to brought into the city, or passengers trans-ferred at the city limits and brought to the center of the city for 2 cents a passenger, the suburban company to pay this to the

EIGHT TICKETS FOR A QUARTER.

These provisions will need some explana-

tion to make them entirely clear. In the first place, the members of the board consider it more to the advantage and interests of the city to secure a reduction of fares which will benefit all alike than to secure a large cash payment into the city treasury. Any person who simply wants to ride once can afford to pay 5 cents for the trip, and it is believed that six trips for a quarter, with transfer, is as cheap as can be asked, The other provision, of eight tickets for 25 cents, without transfer, is made especially for those who ride back and forth down town to their work. One man, in speaking of this provision yesterday, said he was confident that it would increase the receipts of some lines in the city 25 per cent without increasing the operating cost more than 16 per cent. To prove this assertion he mentioned the long string of people that may be seen any evening walking out Virginia avenue to their homes after their day's work is over. A large per cent of them are girls employed in the downtown stores, who receive only small salaries, and to pay 10 cents a day for street-car fare, or 60 cents a week from their salaries, averaging not more than \$3 to \$3.50 a week, would take a large per cent. of it, while if they were able to ride for 3 cents they would patronize the cars almost daily, resulting in the company receiving 6 cents a day from thousands of people who do not now contribute anything to its coffers. Another thing which this man suggested that would increase the number of passengers is the Sunday business from the poorer people. Many a man, he said, with a wife and three or four children, does not feel that they can afford to take an outing in the woods or some of the parks on Sunday and pay 5 cents each way for all of them who, if he could get eight sin-

near-by line that reached a park or the woods and spend his Sunday afternoons in

There is little doubt, so the informant says, that the board will be unanimous in its demand that there be no poles in the center of the street, except in cases where, for sufficient reasons, it is willing to grant

the privilege.

The per cent. of gross receipts demanded in this schedule is not large, but the board thinks it is better to have reduced fares than a large payment to the city. If the re-ceipts should be only \$1,000,000 a year the company would pay in \$1,350,000, or an aver-age of \$45,000 a year in the term, but it is safe to estimate that the average will be more than twice that amount. This will be a small thing as compared with the saving to the people and the advantages extended to many who do not now feel able to patronze the company to any great extent. The board is desirous of having a good strong club to hold over the head of the company in case it ever refuses to fully comply with the contract to the letter, and will insist on the clause forfeiting the char-ter in case of a failure to fully comply with

The demand that no rails be laid until a sample has been submitted to the board and its approval obtained is looked upon as a good one. This is intended to prevent the use of such rails as are now used on all lines except North Pennsylvania street. The members of the board are familiar with the damage done to vehicles by the great gaps that are now left at all tracks, and also with the ease with which the North Pennsylvania-street line can be crossed Such rails permit the pavement to be laid flush with both sides of the rail, leaving the Citizens' street-railroad representa- nothing but a small groove in which the tives and the members of the Council com-mittee, the Board of Works and others representing the city in the office of Miller

very far off when such a system will be perfected to such an extent as to make its

THE SUBURBAN FEATURE. What looked upon as one of the most important provisions included in the Mayor. Thus far the negotiations have been board's demands is the one in relation to carried on by a joint committee, of which suburban railways. With the present rapid advance in electric railway construction, and the start in that direction already made here, the board thinks it will be only can be presented to the Council for action. a few years until Indianapolis will be connected with all the towns for thirty or forty miles in all directions by electric lines. These must have some means of landing passengers in the center of the city. This proposition will leave it discretionary with the city company whether it will allow the suburban companies to use its tracks or transfer the passengers to its own cars and bring them into the city at 2 cents each. With the large traffic that will be built up by these lines the board considers this ample compensation for bus-iness which it could not otherwise get. In support of this it was stated yesterday the Journal's informant that ne had good reason to believe the statement that on one of the best days at Broad Ripple the receipts of the Citizens' company from this traffic was over \$500. This would require that five thousand people go to Broad Ripple, which, he said, was not overesti-mating it, and would be exceeded some

In figuring on this matter the board has endeavored to estimate the value of the charter in thirty years from now, but as the principal feature of the demands are the reduction of fares and the provision of suburban traffic, which advantages accrue to the people in proportion to the business of the company, an accurate estimate of the value of the franchise at the end of the time is not really accessary. To cover this advance in value the increasing scale of payments to the city has been made.

A NAVY DESTROYER.

What Dr. Cross's Electric Submarine Torpedo Is Expected to Accomplish.

OAKLAND, Cal., Aug. 13 .- Charles Mc-Dermott is perfecting an electric submarine torpedo, the invention of Dr. Cross, of Chicago, which, he says will ultimately put an end to marine warfare. With his torpedo, he says, a few men could keep off the combined navies of the world. The torpedo will be completed within a week. It will be taken to Goat island, where secret experiments will be made. An old iron hulk is to be floated, and the torpedo will be will instantly scatter and sink the hulk. He says that no war ships, however strong and formidable, can survive a shock from his torpedo. About the 1st of September a public exhibition will be given. By the powerful explosives, Mr. McDermott says he can destroy the stanchest of vessels. Dr. Cross, the inventor, recently manufactured and patented a new explosive rangements to sell it to China to be used in the war with Japan. With this explosive he crossed the Pacific, but his secret had been divulged and the Japanese govern-ment notified the federal authorities at Washington, who enjoined him from making further negotiations with the Chinese government. The same explosive is to be

WILL LOWER THE LAKES

used in the torpedo.

Frank W. Hawley's Report on Effect

of the Drainage Canal. NEW YORK, Aug. 13 .- Mr. Frank Hawley has just returned from Chicago, where he has been for the last few weeks examining the drainage canal in an attempt to determine whether the construction of this improvement is likely to lower the waters of the great lakes and whether also it is likely appreciably to divert the traffic from the east down the Mississippi. Mr. Hawley has presented his report both to his busniess associates and to the committee on the Produce Exchange and other associations which are about to begin the campaign for the appropriation of \$9,000,000 for the Erie canal. The most important information given by Mr. Hawley was an estimate as to the probable effect upon the great lakes of the diversion of a great body of water through this canal. His report was that there can be no question that an enormous quantity of water will be taken from Lake Michigan for the filling of this canal. The best estimates that he could obtain were that this volume will be constantly equal to one-third that contained in the Mississippi river above the mouth of the Mississippi river above the mouth of the Missouri or three times that of the Ohio river. Mr. Hawley's report on the suggestion that the Chicago ship canal might seriously divert traffic from the Erie was very brief, for it is all a matter of conjecture. In Chicago it is looked upon as a certainty that considerable lake commerce will seek the sea through the Mississippi river above the mouth of the merce will seek the sea through the Mississippi valley as soon as this canal is completed. On the other hand, Dr. Hawley says that in the West it is thought that the canal would bring traffic to the Erie as well as take it away and that at no distant day localities in the West would use the canal as an economical route to the

Secretary Lamont's Commission. CHICAGO, Aug. 13 .- The commission appointed by the Secretary of War to ascertain what effect if any the big drainage canal would have upon the great lakes. arrived here to-day. The commission is composed of General Poe, U. S. A., of Detroit; General Buffner, U. S. A., of Buffalo. and Major Marshall, U. S. A., of Chicago. They were met by President Frank Winter, of the drainage board, who accompanied them on a tour of inspection down the canal. From here the commission will go to take measurements on the St. Clair river and then to Niagara. When the measurements have all been taken the commeasurements have all been taken the com-mission will make its report. It was ap-pointed for this duty at the request of the Lake Carriers' Association, who feared navigation might be seriously damaged by the water that will be drained from the lakes by the great canal when it shall have

Ex-Treasurer Taylor Pleads Guilty. PIERRE, S. D., Aug. 13.—Defaulting State Treasurer W. W. Taylor pleaded guilty to embezzlement of \$367,023.84 in Judge Gaf-fey's court to-day. Taylor will be sen-

NEW STOCK YARDS ENTERPRISE BE-COMES AN ESTABLISHED FACT.

West Indianapolis Council, in Special Session, Grants a Permit That Settles the Location.

OF THE

KINGAN & CO. AND OUTSIDE MILLION-AIRES INTERESTED.

Forty Acres Adjoining Old Yards Bought-Buildings Costing Over \$150,00 to Be Erected at Once.

formation to the effect that a new stock-

yards company was about to be organized.

The organization has now been perfected, and articles of incorporation will be filed to-day or to-morrow. The principal stockholders are Kingan & Co., of this city, Tarleton Embry, of Cincinnati, and Henry F. Embry, of Louisville. The Embrys are well-known and very wealthy investors in stock-yards property. They are millionaire packers of beef and hogs in their respective cities. The financial character of the Indianapolis packers is well known. The new yards are expected to be in operation in the course of sixty days. Work on the new plant will begin this week. The yards will be located on the property sold to the company by Nicholas McCarty, which lies south of the old Indianapolis car works, and west of the Union Stock Yards. The will divide the two yards, and last night the City Council of West Indianapolis passed an ordinance giving the new company the right to lay a switch across Kentucky avenue and over streets and alleys to Howard street. The grant was made to James Cunning, his heirs and assigns. Mr. Cunning is connected with Kingan & Co. The motion for the adoption of the ordinance, which was passed under suspension of the rules, was made by Councilman Dickson. There were present Councilmen Wheeler, Wantland, Dickson, Gish and McCain. Mayor Tolin was in the chair. The ordinance was introduced and was referred at once to the committee on ordinances, of which Mr. Dickson is chairand made a favorable report. It was announced in the discussion that the purpose of the grantee was to build a new beefpacking house. The information was correct as far as it went. It is probable that little else of the intention of the grantee was known, for the entire matter has been kept very quiet. The promoters of the enterprise did not care to be known in the undertaking until the whole project was past all danger points. There is no doubt that the scheme will be carried out as designed. The controlling interest, it is said, is held by the Kingans. It is their intention to build a packing house for . the canning of beef, which will be slaughtered on the ground. There will be a cold-storage apartment, and a lard refinery will be built. Yards for the reception and care of cattle and other stock will be

The Embrys were in town yesterday and were enthusiastic over the promised success of the enterprise. Very much deway for the switches and sidetracks and these were provided for in the ordinance passed last night. The ground selected for the yards is well drained and lies mos favorably for the purposes intended. The purchase was made through the firm of Tuttle & Seguin. The tract extends from the car works to the river. There will be room for other manufacturing enterprises and there is talk of a bicycle factory being located on this or on adjacent ground. The purchase will give a boom to real estate in that end of the city. The purchase price is said to be \$60,000, there being forty acres in the tract.

MUCH CAPITAL TO COME.

as a stock market. It is believed that

the business will develop before a year so that from three hundred to five hundred cattle will be slaughtered every day. This will mean the employment of several hundred men and will make the yards a very busy place. The matter of largest the new venture is the great amount of capital that will be brought here and set in circulation. The organization, as it a present appears, is said to be only a forerunner of great things yet to come in that locality through the nucleus that is thus established. The stockmen, farmers, raisers of stock and the commission men say that they welcome the competition with the old company, because it will compel a lowering of the rates charged for handling stock. Kingan & Co. have charged in the past that their plant has been the victim of discriminating rates the matter of yardage and switchage and this venture will relieve them of all dependence upon the old company. It is very certain that the feeling between Kingan Co. and the old company is such that if the ordinance had not been passed last night by the West Indianapolis Council there would have been a hard fight to prevent the suburb extending the privilege. As it was, there was no opposition to the passage of the ordinance. It is not known where all the stock of the Union company is held, but it is be-lieved that some of the citizens of West Indianapolis have some of it. The stock has been quoted at 240 of late and is not for sale at that. The dividends have amounted to a large return on the invest-ment, owing to the lack of competition. W. J. Ijams is president of the Union company. It has been organized and in operation since October, 1877, and has made its owners very wealthy. It draws a large return, it is said, from its interest in the Belt Railroad Company. There are twelve large commission firms doing business with the old yards. There are a number of these commission firms who had an inkling of the new organization yesterday and were quietly talking about it. They generally said that they would welcome the ket. Citizens of West Indianapolis said last night that it would be a good thing for the city because of the large number of men that would be employed. It is esti-mated that 300 men will be required before the yards are in operation a year. There will also be a great deal of work necessary in the construction of the plant. The new buildings to be erected are expected to cost from \$150,000 to \$200,000. The Union Stock Yards Company, it is recalled, was considered quite a venture in financial investment when it was started in 1877. It was then that the city, in connecwith the Belt rairoad undertaking was asked to lend its credit to the enterprise to the amount of \$500,000. There is no longer any doubt of the commercial importance of Indianapolis, and the backers of the new yards feel, it is said, that their money will be well invested in the new plant. There are large stories told of the earnings of the Union yards. The charge for weighing each car of stock is \$7, for which one man is paid \$10 a month, and hundreds of cars are weighed. The cost of the scales has, it is said, been realized out of the earnings time and time again. There are a number of other sources of in-

come from the stock yards. The capital

stock of the Union company was at first \$500,000, but it has been twice increased by

the same amount. It pays, it is said, an interest of 6 per cent. semi-annually on the increased stock. The stock of the company

has always been classed on the stock exchanges as "gilt-edged," and fancy prices have been paid for that small portion of it which gets on the market. It is quoted in New York exchanges. There are two classes of the btock, common and pre-

terday as to the effect the new plant would have upon the price of the Union company's

IN NEED OF FUNDS.

West Indianapolis Has No Money to

Pay Street-Cleaning Force. Last night the local Council of West Indianapolis, besides passing un ordinance extending the right of way . James Cunning to lay a track across Kentucky avenue, considered the city's finances. Councilman Wheeler informed the members that unless money was provided to pay the warrants given the men for labor on the streets, he would cease all street work. He said that the treas-rer had informed him that there was no money on hand except several hundred dollars which must be kept for the payment of bond coupons as they were presented. There had been a call for \$540 of this interest money during the day and not more than two or three hundred was left. Two men, he said, had shown him warrants indorsed on the back by the treasurer "not paid for want of by the treasurer "not paid for want of funds." The finance committee was in-structed to draw up an ordinance with the assistance of the city attorney for levying taxes. The report will be made at the next meeting and will be regularly referred. City Attorney Stevenson addressed the Council on the subject of sidewalk and street improvement bonds, and showed the necessity of making provision for promptly paying them when due. Under the ordinance granting Cunning the right to cross Kentucky avenue the street crossing must be planked and kept in repair by the grantee. Some months ago the Journal printed in-

A FIGHT MAY RESULT

OMAHA'S A. P. A. BOARD THREATENS TO PRECIPITATE MATTERS.

It Serves Notice that It Will Attempt to Take Possession This Morning-Efforts of Citizens.

OMAHA, Neb., Aug. 13 .- No demonstration has been made to-day in the police row, but plans are all matured for the A. authority at 10 o'clock to-morrow morning. board, naming that hour and date as a suitable time "to receive from you the records and property and rooms that properly belong to us as the lawful board officers and police commissioners." In the meantime the old commissioners will not change their course, but go on reinforcing the city jail and preparing to resist an assault. This is taken as certain evidence that a conflict will result, since the old board will not surrender

ity replied to-night to the A. P. A. manifesto, and declared that while they deplored a possible conflict, they were legally conducting the affairs of the police department of Omaha and that if the A. P. A. ommissioners dispute their authority they have recourse to the courts to get possession. The fire and police force members all received letters to-day to visit the office of the A. P. A. board to-morrow and recog-nize its authority or be discharged. A few members of the force will probably do so but the majority will ignore the letters and act under the present commission. Chief of Police White replied to the A. P. A. uthority but that established by State

The city to-night is much excited. There is a feeling, however, that the new board will not carry out its threat of putting a new force on duty to-morrow. It is not improbable that if the plan is completed a conflict between the old and new officers will ensue. In the event of any disturbance the charter constitutes the Mayor of the city chief in control of the police, his authority overriding that of the police commissioners. Both forces would therefore be under the Mayor's control. Efforts are being made to-night by the best ele-ment of the city to bring about a peace-able termination of the quarrel and it is not improbable that they will succeed.

NEW POPULIST SCHEME.

Senator Peffer Favors Currency Based on Land Values Alone.

EMPORIA, Kan., Aug. 13.-Senator Peffer has written a letter to J. D. Holden, of this city, in which he comes out strongly in favor of currency based upon land values alone. He has discarded silver and the subtreasury plans, and says that he believes that the chief trouble with the country is interest, and its twin evil, rent. He calls attention to the fact that the average rate of interest is 7 per cent., and states that the net savings of the people for the past forty years has not been over 3 per cent. 'We are," he continued, "paying more than twice as much for the use of the money we been able to save from our labor. Rents are governed by prevailing rates for the use of money. I have come to the conclusion that, giving all proper consideration to every plan of reform which has been suggested, the people cannot recover from through the abolition of interest, or at least by reducing the rate to a level below that of the permanent savings of the people. To abolish interest will require that the people themselves, acting through their properly constituted agent, the government, shall take charge of their own monetary affairs, preparing, issuing and controlling their own money, through their own instrumentalities as may be best adapted to the purpose. can see no way out of our troubles in the direction I have spoken of that will be so easy of accomplishment and so efficient as to issue money based upon our wealth, and abolish the business of issuing money by

In an interview in Emporia, Mr. Peffer said that he was glad to see the land money idea progressing in the face of what he called "rabid metallism." He has declared against the free coinage, and against the entire silver movement. will take the stump against it this fall.

WELL UNDER THE FOUNDATION. Cause of the Collapse of the Ireland Building at New York.

NEW YORK, Aug. 13 .- The cause of the collapse of the Ireland building in which fifteen lives were lost came to light today when the workmen engaged in clearing away the debris in the cellar uncovered an old fashioned well junder the foundation. It was situated directly under the central pillar of the structure, the undermining of which precipitated the disaster. The well was only eighteen inches below the concrete base on which the pillar rested. It was of the old-fashioned sort, six feet deep by eight in diameter, lined with rough stones and there was no water in it. The coroner and several building experts examined the well, but would give no opinion on the matter. One building expert said, however, that neither the contractor nor the officers of the building department could have been unaware that the well was there nor of the fact that its filling was too soft A representative of the district attorney's office will attend the inquest on the bodies and if any evidence of criminality is discovered the case will be laid before the

Another badly mutilated and decomposed oody was taken from the ruins to-day and was identified as Peter Mareno, an Italian laborer. But one more man known to have been in the building is missing and it is expected that his body will be found there.

The Truth Unpleasant to Strikers. SAN FRANCISCO, Aug. 13 .- Local members of the A. R. U. are much incensed over an inscription that has been placed on the monument erected at Presidio over the graves of four soldiers who were killed in a graves of four soldiers who were killed in a railroad wreck during the great strike a year ago. The inscription is to the effect that the soldiers were murdered by strikers near Facramento, Cal., July 11, 1894. Although one striker has been sentenced to death for complicity in the wrecking of a train bearing government troops during the strike, the members of the A. R. U. denounce the inscription as false and unjustificable.

GEN. MACEO SAYS THE LIBERATORS ARE SWEEPING EVERYTHING.

Every Battle So Far, He Asserts, Has Been a Triumph and the Spanish Soldiers Are Panie-Stricken.

SPAIN AND THE MORA CLAIM

THE PRINCIPAL TO BE PAID IN SEP-TEMBER, BUT NO INTEREST.

Possibility that the United States Will Not Accept the Proposition-Bul-

garians Killing Turks.

NEW YORK, Aug. 13 .- Favorable accounts of the progress of the Cuban revolution were received to-day by General Gonzalo de Quesada, secretary of the revolutionary party in the United States, in a letter from General Maceo, dated "General headquarters in the field, Montompole, July 31." The letter follows:

"Dear sir-The revolution is most powerful in Santiago de Cuba and in Camaguey. Every battle so far has been a triumph for the liberators of this country. The Spanish soldiers are panic stricken and surreder to their conquerors, who spare their lives. I think that we shall soon oblige the Spanish governmen, to give up the island to the Cubans, who wish to be free, and who are striving to throw off the yoke which oppresses and ruins them.

"The five representatives of the eastern department have left for Camaguey in order to establish the government of the republic. The representatives are Dr. Joaquin Castillo Duany, Rafael M. Portuondo, Rafael Mauduley, Pedro Aguilera Kindelan and Mariana Sanchez Vaillauth, Every battle so far has been a triumph for

of war, interior and foreign affairs. It is probable that the President will be Gen. "I will send you soon El Cubano Libre, a newspaper which will be published in this department, giving our official news of the military operations of the army of the East, and of the progress of the revo-

ndelan and Mariana Sanchez Vaillauth.

This will institute a government composed

of a president and three secretaries,

"We congratulate ourselves on the elec-tion of Thomas Estrada Palma and Manuel anguilly as representatives of our sacred people of that generous country our regards, and assure them that Cuba has never doubted their sympathy. I am yours with the highest consideration,

"ANTONIO MACEO, Major General." In an interview in an evening paper General De Quesada says: "It would not be surprising if General Campos did carry out his oft-repeated threat of throwing up the command in Cuba. Information received from Camaguey this morning tells of the success of General Gomez and of daily reinforcemnts to his ranks. The city is in a panic, and the Spanish troops are afraid to venture beyond its limits. General Campos has ordered that every body of the troops shall leave monuments behind in order to show that they have operated in the places designated by him. One-half of his soldiers are disabled by sickness. In the hospital at Puerto Principe there are over 400 Spanish soldiers, and the deaths average twelve per day. From the sugar plantation of El Lugerano fifty Spaniards, natives of Gallacia, recently joined the insurgents, showing that even the Spaniards are in

sympathy with the revolutionists. "From Madrid I am informed that the reserves of 1891 are so disgusted at being ordered to Cuba that the government is afraid of a mutiny. To prevent this they have been disarmed and their arms and ammunition will be shipped on a transport in cases, to be delivered to them upon landing in Cuba. The reserves, however, declare that they will join the revolutionary forces

In a State of Helpless Confusion. LONDON, Aug. 13 .- The Times will publish a dispatch from Tien-Tsin to-morrow which says: "The Chinese government is in a state of helpless confusion and is incapable of any decisive action or of exercising any effective authority. The results will probably prove serious unless the for-

when they are disembarked in Cuba."

eign powers take precautions." London announcing that the Peking government, at the suggestion of the British minister, Mr. O'Conner, has issued a peremptory edict calling on the governors of all the provinces in the empire to prevent the people from being misled by idle rum-ors calculated to excite anti-mission dis-orders. Five of the participants in the Ku-Cheng outrages have been arrested and will be tried forthwith.

To Fill "Vacancies." LONDON, Aug. 14 .- The Standard's Madrid correspondent says: "The Gazette publishes an order calling 12,000 into active service in September, to fill vacancies due to the Cuban war."

THE MORA CLAIM. Spain Will Pay the Principal, but Not

the Interest. MADRID, Aug. 13 .- At a meeting of the Cabinet ministers to-day it was decided to pay the Mora claim in a lump sum in September without interest.

The Mora claim was for about \$1,500,000 and the interest amounted to about \$800,000. It has been a subject of dispute between the United States and Spain for many years and grew out of the confiscation of the Cuban estates of Mora, a naturalized citizen of the United States. Secretary Olney vigorously pressed the claim on the Spanish government and insisted on an early settlement of it.

Mr. Nathanial Paige, who is Mr. Mora's attorney, in Washington, when shown the Madrid dispatch expressed gratification, but cald he did not believe the United States would agree to the settlement of the claim without interest. "To do that would," said he, "be to fiatly ignore the instructions of Congress, which were to collect both principal and interest." Mr. Paige added that he, as Mr. Mora's lawyer, would be willing to accept the \$1,500,000 representing the principal, on account, but not as a final settlement. The Spanish government, he said, had agreed, when the basis of settlement was arranged in 1887, that interest should

Minister De Lome Interviewed. SWAMP SCOTT, Mass., Aug. 13 .- Senor Dupuy de Lome, Spanish minister to the United States, was shown the cablegram concerning the decision of the Spanish Cabinet regarding the payment of the Mora claim. Senor De Lome said that while diplomatic courtesy prevented him from discussing the matter officially, he could state that this decision of the Cabinet settles a question which has been pending since July 17. On June 18, Senor De Lome stated, the Spanish Minister of State laid the Mora matter before the Cabinet counthe Mora matter before the Cabinet coun-cil, and after several meetings had been held, subsequently, on July 15, it was de-cided to pay the claim. The Quaen signed the order in council July 17, but the matter of details, such as time of payment, actual amount to be paid, interest, etc., were left to be decided by the Cabinet.

TURKS SLAUGHTERED.

Village Attacked by Bulgarians and Several Hundred People Killed. CONSTANTINOPLE, Aug. 13 .- The Vall of salonica telegraphs that a band of Bulgarians numbering about one thousand men